

CHINA MAIL.

With which is incorporated The

Established February, 1845.

"Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4327. 五十五年七七八千一英

HONGKONG, TUESDAY, MAY 15, 1877.

日三初月四年正丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & CO., Old Jewry, E. O. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOODE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAM & BLACK, San Francisco.

CHINA.—Steator, QUELCH & CAMPBELL, ANTHONY, WILSON, NICOLLS & CO., Foochow, HEDGES, CO., Shanghai, LAM, CRAWFORD & CO., and KELLY & WALTER, Manila. O. HEINSEK & CO., Macao, L. A. DA GRADA.

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars. Reserve Fund, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq. Deputy Chairman—F. D. SASSOON, Esq. E. B. BILLIUS, Esq. WILHELM REINERS, W. H. FORBES, Esq. E. H. HOB. W. KERSWICK, ED. TOBIN, Esq. A. MCIVER, Esq.

CHIEF MANAGER, Hongkong, THOMAS JACKSON, Esq. Manager, Shanghai, EWAN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG. INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum. on the daily balance.

On Fixed Deposits:—
For 6 months, 2 per cent. per annum.
" 6 " " 1 per cent. " "
" 12 " " 5 per cent. " "
" 18 " " 4 per cent. " "
" 24 " " 3 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Offices of the Corporation, No. 1, Queen's Road East, Hongkong, March 29, 1877.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from MESSRS. MELCHERS & CO. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON, ANTHONY, and CARL HENRICH EBERT, SEIMUND, lately carrying on business in this Colony, as Shipchandlers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & CO.—All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & CO.

Also, THE GOODWILL of the said Business.

TERMS.—Cash on delivery.

LAMMERT, ATKINSON & CO., Auctioneers, Hongkong, April 26, 1877. my19

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributions may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents, Hongkong, May 1, 1877.

DENTAL NOTICE. DR. STOUT intends visiting JAPAN shortly, and would be advised if those who wish to consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.
No. 1, Alexandra Terrace, Hongkong, April 4, 1877.

NOTICE. LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has this Day been Transferred to THE MARINE INSURANCE CO., of 20, Old BROAD STREET, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary, 187, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO., 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1856.

CAPITAL, \$1,000,000 STERLING. RESERVE FUND, £ 340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has this Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. MCIVER as its AGENT in HONGKONG.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. MCIVER, Agent of the Marine Insurance Co., London, Hongkong, February 16, 1877. my17

FRAUD!!! A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of these unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK, Tailor, Corner of Wellington, and Wyndham Streets, Hongkong, May 3, 1877. my17

Now Ready.

"THE CHINA REVIEW," No. 8, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Chinese Natural Theology. Notes on Chinese Grammar. Deer-Stalking in China (Concluded from page 224.) Chinese Etymology, with a List of Primitives and Key to Shyu-Wan. Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations. Short Notices of New Books and Literary Intelligence. Collectanea Bibliographica.

Notes and Queries.—The "King Kiao" or Nestorian Religion. The Shan of the King of Ch'u. Tonic Sol-fa Notation in China. Rata & Deliracy. Domestic Torture.

Do. Do.

Apoc's Fables in Sanskrit and Chinese. Books Wanted, Exchanges, &c.

Open Mail Office, Hongkong, May 10, 1877.

my20

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch "CUM SING" (plying between Peddar's Wharf and Tsim-sha-choi), by Mr. Buxoo, will expire on the 30th instant, after which date the said Launch will ply on the same route on our own account, having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & CO.,

Praya Central.

Hongkong, April 30, 1877. my20

NOTES AND QUERIES.—

The "King Kiao" or Nestorian Religion. The Shan of the King of Ch'u.

Tonic Sol-fa Notation in China.

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Open Mail Office, Hongkong, May 10, 1877.

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NOTES AND QUERIES.—

The "King Kiao" or Nestorian Religion.

NOTICES OF FIRMS.

NOTICE.

WE have This Day Opened a Branch of our Firm at Amoy. Mr. F. E. BILWELL will Act as our AGENT, at that Port.

RUSSELL & Co.
Hongkong, May 1, 1877. my2

NOTICE.

MR. WILHELM CARL ENGEL BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai,
Hongkong, April 16, 1877. my16

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyds Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. my18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUCKSHANK,
Manager.
Hongkong, November 21, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:—

ROSSINA, American 3-m schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

ROSETTA McNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.

NAVASSA, British ship, Captain W. G. Garlick.—Douglas Lapraik & Co.

TULLOCROOUM, British 3-m schooner, Captain Mason.—Wieder & Co.

NEON, British steamer, Capt. Thomas Staples.—Jardine, Matheson & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.

VESTA, German barque, Captain R. Dirks.—Meichart & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

TEVESBURY L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHOW.
The Steamship

"YESO,"
Capt. S. ASHTON, will be despatched for the above Ports TO-MORROW, the 16th Instant, at 10 a.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 15, 1877. my15

FOR SHANGHAI.

The Steamship
"AMOY,"
Capt. G. H. DREYES, Master, will be despatched for the above Port TO-MORROW, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 15, 1877. my15

FOR SWATOW, AMOY & FOOCHOW.
The British Steamship

"KILLARNEY,"
Capt. H. O'NEILL, will be despatched for the above Ports on SATURDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to
AH YON.
Hongkong, May 15, 1877. my15

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 18th May, 1877, at Noon,—
Crockery Ware, Dinner, Dessert, Cheese, and Soup Plates, Side Dishes, Meat and Baking Dishes, Soup Tureens, Mugs, Tea Cups and Saucers, Toilet Sets, &c.

Perfumery, Hair Oil, Pomatum, Soap, Cologne Water, &c.,
Stationery, Letter and Note Paper, Envelopes, Steel Pens and Pencils.

Cotton Socks, Tooth Brushes, Silk Umbrellas, Tea Sets, Table Knives, and Sundries.

Also,

1 Iron Water Tank.
1 Light 2-oared Rowing Boat, with Oars, Masts, Sails, &c.

And,

1 Grey Australian HOHSE.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, May 15, 1877. my15

SHIPPING.

ARRIVALS.

May 16, June, H. M. man-of-war, 900, Lt. A. H. Boldero (Commanding); Singa-pore April 30.

May 15, Amoy, British steamer, from Canton.

May 15, Indochine Adelphine, French brig, from Nampoo.

DEPARTURES.

May 15, Alice, for Keelung.
15, Wealthy Pendleton, for Keelung.
15, Arabella, for Swatow.
15, Norma, for Swatow.
15, Irene, for Newchwang.
15, City of Peking, for Yokohama and San Francisco.

CLEARED.

Yesso, for Coast Ports.
Feronia, for Saigon.
Amoy, for Shanghai.
Beethoven, for Keelung.
Anchises, for London, &c.
St. Joseph, for Bangkok.

PASSENGERS.

DEPARTED.

Per Ava, for Shanghai, Mr. and Mrs. D. D. Jenkin, and Mr. Marchis.
Per City of Peking, for San Francisco, Capt. N. B. Palmer, Mr. and Mrs. Palmer, 8 Steerage, and 1,000 Chinese. For Yokohama, 8 Steerage, 8 Cabin.

TO DEPART.

Per Anchises, for London, Mr. Wm. Wm. Malcolm. For Straits, 142 Chinese, and 2 Distressed Seamen.

Per Feronia, for Saigon, 100 Chinese.

Per Amoy, for Shanghai, 2 Europeans, and 50 Chinese.

SHIPPING REPORTS.

None.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW, AMOY, & FOOCHOW.—

For YESO, at 9.30 a.m. To-morrow, the 16th Inst., instead of as previously notified.

For AMOY and TAMSUL.—

For TAIWAN, at 11.30 a.m., on Wednesday, the 16th Inst.

For SHANGHAI.—

For AMOY, at 3.30 p.m. To-morrow, the 16th Inst.

For AMOY.—

For ALBAY, at 9.30 a.m. on Thursday, the 17th Inst., instead of as previously notified.

For STRAITS SETTLEMENTS AND CALCUTTA.—

For ARATOON, APCAR, and VENICE, at 2.30 p.m., on Thursday, the 17th Inst.

For SWATOW, AMOY & FOOCHOW.—

For KILLARNEY, at 2.30 p.m., on Saturday, the 19th Inst.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet ZAMBESI will be despatched with the Mails for Europe, on SATURDAY, the 19th Instant.

The following will be the hours of closing the Mails, &c.:—

Friday, 15th Instant.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the NIGHT Box, which remains open all night.

Saturday, 16th Instant.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters, Registry of Letters ceases.

10.15 A.M., Letters may be posted with Late Fee of 18 cents extra postage till

11 A.M., when the Post Office CLOSES entirely.

11.30 A.M., Letters (but Letters only, addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 A.M., when the Mail is finally closed.

Hongkong, May 15, 1877. my15

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet BRISBANE, will be despatched from Hongkong on TUESDAY, the 22nd Inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Kepel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mail will be closed at 11.30 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, May 14, 1877. my22

MAILS BY THE FRENCH PACKET.—

The French Contract Packet MEIKONG, will be despatched from Hongkong on SATURDAY, the 26th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, May 26th.—

5 P.M., Money Order Office closes. Post Office closes except the NIGHT Box, which remains open all night.

Saturday, May 26th.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.10 A.M., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office CLOSES entirely.

Hongkong, May 12, 1877. my26

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC will be despatched on MONDAY, the 26th Instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M., Registry of Letters ceases.

2.30 P.M., Correspondence for Japan, or the United States only, may be posted on board the Packet with Late Fee of 18 cents extra postage until

2.50 P.M., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Posts.

Hongkong, May 15, 1877. my26

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Dec. 23, Ino, from Greenock to Swatow.

Dec. 27, Undine, from London to Shanghai.

Dec. 29, Casan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 12, Windover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 13, Hope, from London to Hongkong.

Jan. 16, Gryfe, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynaisa, from Cardiff to Hongkong.

Feb. 5, Carrizal, from Cardiff to Hongkong.

Feb. 6, Daphne, from London to Hongkong.

Feb. 12, Heading Wind, from Antwerp to Hongkong.

Feb. 17, Theresa Bahn, from Cardiff to Hongkong.

Feb. 18, Matchless, from Cardiff to Hongkong.

Feb. 19, Cactus O, from Cardiff to Hongkong.

Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Maiju, from Cardiff to Hongkong.

Feb. 20, Penru, from London to Hongkong.

that he was employed in a cargo boat. He was at the Theatre yesterday, and saw the defendant take the shoes and hand them to another, and then run away.—The defendant, who simply denied the charge, was sent to 14 days' hard labour.

SUSPENSION.

No Lew Sow, a house-coolie, was charged with having, on the 14th May instant, at Victoria, been suspected of stealing two dollars and twenty cents, the property of the complainant, a petty officer on board H.M.S. *Tamar*, named Thos. U. Scott. As the complainant did not appear, the case was discharged.

"KEEP THY HAND FROM PICKING."

Ng Ahong, a coolie, was charged by Baboo Jadioo, a watchman at the Novelty Works, with having in his possession two shovels belonging to the establishment. He saw the defendant pass by and pick up the things. The defendant said he used to work there and went to take a walk. He was sent to 14 days' hard labour.

NO PASS.

Leong Aman, Wat Ahow, Kwok Ahing, Cheung Afok, Chang Aping and Ching Achow, servants, were charged with being out without passes. The last defendant was Inspector Grimes' servant, who was sent by his master to take some clothes on board. He was consequently discharged, but the others were fined 25 cents each, or one day's imprisonment.

MORE "NO PASS."

Chun Aho and Luk Chen Yung, house-coolies, were charged with being out without passes or lights. They stated that they had lights, but admitted they had no passes. Fined 25 cents each. Chung Asih, a shop-coolie, was found in the same plight, but was fined only 10 cents.

A DISTURBANCE.

Mak Ayat, a coolie, was charged by Chunda Singh, as follows: The complainant stated that at 7 p.m. yesterday, the defendant was causing a disturbance inside his house. At 8.30 p.m. the same noise was continued. The defendant was throwing stones at his antagonist, but they did not strike anybody. Fined \$3 or 2 days' imprisonment.

MORE DISTURBANCE.

Chun Aho, a prostitute, was charged by P. C. John Maxwell, with making a disturbance in her house at 7 p.m. on the 14th. There appeared to have been a row between the defendant and a seaman about half a dollar. The woman got to the street and made a great noise.—The defendant said the man gave her a dollar. Fined \$2, or 2 days' imprisonment.

ILLEGAL SALE OF MERCANDISE.

Leong Aylk, a hawker, was brought up for having sold salt fish at the Praya. He was caught in this act by Appa Sammy, P. C. No. 653. Fined 50 cents or 2 days' imprisonment.

MORE UNLAWFUL HAWKING.

Chung Ahow, a hawker, was fined 50 cents for hawking salt-fish in the street. Chan Ahu, a hawker, was fined \$1 for a similar offence.

CUTTING AND WOUNDING.

Almira Rodrigues, a young woman 19 years of age, was again brought up for having cut and wounded her father-in-law. The medical evidence proved a severe wound on the scalp, inflicted by a chopper as alleged. The defendant was sent to two months' hard labour.

DETENTION OF A CHILD.

Hu Chet Shang, a merchant, and Wong Ayow, a woman, were arrested on a warrant for having detained a female child, aged 7 years. It appeared that the first was the purchaser and the second the seller or go-between in the sale. Mr. Brereton, who appeared for the 1st prisoner, applied for an adjournment, and the case was consequently adjourned till the 16th inst., but the defendants were admitted to bail in \$500 each.

BAD COINS.

Ho Achak, a coolie, was charged by Inspector Cameron, with having in his possession a number of bad coins, such as Mexican and other dollars. The base quality of the coins having been proved by the Sheriff of the Court, the case was committed for trial.

THE PROSPECTS OF TURKEY IN THE PRESENT WAR.

In reviewing a book under the above title, lately published by Major Russell, after alluding to former wars, the *Times* says:—

We have now come down to the present time and to the most important part of this volume, its estimate of the comparative power and resources of Russia and Turkey for war, and of the probable results of a conflict between them, taking into account, too, the relations of Europe. As to the military strength of the two nations, Major Russell has largely quoted from papers which appeared some weeks ago in these columns, but he has contributed some additional facts, and his general conclusions are, we think, trustworthy. In the first place, then, no doubt can exist of the superiority at present of Turkey at sea. She possesses, thanks to European loans, 20 excellent ironclads at least, and a considerable fleet of steam transports; and Russia could oppose to these only two monitors and a few frigates, in the Bosphorus, the only possible theatre of maritime operations in the supposed conflict. On the other hand, the power of Russia on land is so infinitely greater than that of the Porte, that a comparison appears to be almost idle. The armies of the Czar have not yet reached, indeed, the enormous dimensions they will attain when modelled from the Prussian pattern; and there is reason to suppose they are now suffering from the effects inseparable from a change of system. But, in the event of a war with Turkey, Russia, it seems certain, can array on the Pruth 250,000 men at least, with a reserve probably of equal strength, and can send beyond the Caucasus 150,000 men

and these forces would utterly surpass their antagonists in military efficiency and numbers. Against this formidable display of power it is doubtful if the Porte could place in line 180,000 men in Europe, and 100,000 in Asia Minor; and these troops would be exposed to the climate that ruined the force of Dilekitch; it would find great difficulty in obtaining the means of subsistence in various parts of the country; it would be compelled to make large detachments to cover its communications, and to mask the fortresses which it would have found on its way to the Danube; and, accordingly, it would be greatly reduced in numbers and really effective power before it attained the scene of the decisive struggle. Making every allowance for reserves and supports, Major Russell appears to be of opinion that about 150,000 men might be expected on the Mahomedan element in their dominions; they would depend for their resources in war on a population of 14,000,000; and, like all tyrannical castes, they would find themselves in the hour of danger exposed to the hate and vengeance of millions of injured subjects. From the narrowest military point of view, therefore, Turkey cannot on land be a match for Russia, and if larger considerations are borne in mind, the superiority of Russia is even more decided.

Looking at these facts simply, we might imagine that a war between these long hostile Powers could at present have one result only—the speedy conquest of the weaker belligerent. But Major Russell shows, on the whole, clearly that even at this time a Russian invasion of Turkey is a critical matter, by no means promising complete success; and, though his conclusion might be more distinct, this is one of the most useful parts of his work. In the first place, the command of the sea by the Turks would prevent a descent on the shores of the Bosphorus, their most serious danger, Von Moltke thought; it would protect Constantinople for a considerable time; it would, to a certain extent, impede a Muscovite advance in Asia Minor, especially as the Straits were approached. It would probably confine the main attack therefore to the vast, difficult, and populous theatre which extends from the Danube south of the Balkans. But if Russia were obliged to select this line, Austria, as Major Russell correctly points out, could interpose with decisive effect; having the means of throwing a powerful force on the flank and rear of the Russian armies, she holds, it has been aptly said, "the key of the chest;" and no matter what Treaties were made, Russia, in an advance from the Pruth to the Balkans, would probably find it expedient to place a strong detachment along the Austrian frontier, which would greatly reduce her powers for invasion. Let us assume, however, that Russia is able to break up from the Pruth with 250,000 men, supported by imposing reserves, and resolve to cross the Danube and assail Turkey. Constantinople being her real object; for no other prize, Major Russell insists, would compensate her for the cost of the effort, and otherwise, in fact, the war would be aimless. Two modes of operating would then open to her; in all probability, in the case supposed, her army might pass the river at several points, concentrating at or near Hirsava, or it might unite its chief mass near Glugevo; the advance being in either instance connected, perhaps, with a diversion from the Servian and the Montenegrin frontier. The main body would then make directly for Shumla and the Balkans, while the auxiliary would march on Sophia and descend the valley of the ancient Hebrus; the two columns effecting their junction at a point to the north of Adrianople, and moving thence through the Roumanian plains, backed perhaps by a Christian Insurrection, towards the Imperial city which would lie before them. Major Russell evidently thinks that the Turks would scarcely be able unaided to offer an effectual resistance to such an invasion. The line of the Danube, he plainly assumes, would have to be given up at once; indeed, otherwise, the proposed plan of assembling divided corps at Hirsava would be obviously contrary to sound principles. The Turks, he believes, would attempt a stand at Shumla, but he does not augur success from the effort; for, besides that the defensive power of Shumla and its intrenched camp has greatly diminished, he has no faith in the Ottoman Army, or in its ability to fight a well-appointed enemy. The barrier of the Balkans, too, he considers, would not be very formidable; the passes are by no means difficult. To make a proper use of these as an obstacle requires a force of a very different kind from the sluggish and feeble Turkish levies, and the range would be almost certainly traversed or turned before long by the hostile mass, which would, it is assumed, advance from Sophia. The celebrated positions on the narrow isthmus at the Chakmedje, near the shores of the Bosphorus, which it is said, twice saved the Empire of the East, would, no doubt, still afford a line of defence that might be made enormously strong; but if the question depended only on the unassisted power of the Turkish Army, Major Russell does not conceal his belief that they, too, would at last be beaten.

A WORD TO SHIPMASTERS.

The cry that our race of English mariners is rapidly and seriously deteriorating is not less than the ears of the public must have grown tolerably accustomed during the last few years. We are constantly being told that the enormous development of our merchant shipping has not been an unmixed blessing, and that although an improvement may have taken place in our ships, there has been a corresponding decline in the quality of the men who man them. The hardy tar immortalized by Dibdin are said to have been succeeded by a class inferior in ability and seamanship, and remarkable for their vices rather than their good qualities. For our own part, we think that the evil has been exaggerated, yet, if we may judge from the number and unanimity of the complaints that are being raised, it can be by no means an entirely imaginary one. We doubt whether seamen have actually deteriorated. We rather think the fault is that they have not kept pace in improvement with men of other trades, and that now, as of old, the majority of "ne'er do weels" go to sea. Shipowners and shipmasters all seem to think that the quality of the crews who work their vessels is at a lower ebb at the present day than it has ever before reached and that every day the difficulty of obtaining thoroughly efficient seamen is becoming greater; but we must not forget that this has always been the cry. There always was a golden age, when men were brave and women virtuous; but whatever previous sailors may have been, there is no doubt that, at times, many of our present seamen are very bad, and that they cause more loss of ships and life than all the "miserable shipowners in the world."

Bearing in mind the above considerations, we will now proceed to point out one of the

final effort. Now, during the three months or three months and three weeks, that would be occupied by this prolonged advance, even on the most favourable supposition for it, the Russian Army would be exposed to the climate that ruined the force of Dilekitch; it would find great difficulty in obtaining the means of subsistence in various parts of the country; it would be compelled to make large detachments to cover its communications, and to mask the fortresses which it would have found on its way to the Danube; and, accordingly, it would be greatly reduced in numbers and really effective power before it attained the scene of the decisive struggle. Making every allowance for reserves and supports,

causes which would of itself, at any rate, bring good seamen down to a level with the bad, and therefore devalue the bad to an undue position. It would, perhaps, be difficult to trace the whole extent of the alleged deterioration, to any particular cause. The chances are that it has arisen from a variety of causes combined. The great development of the steam trade has, no doubt, largely assisted in lowering the standard of professional capacity and ability of our seamen. A steamship may be worked with a crew (excepting, of course, the engineers) that would be utterly worthless on board a sailing vessel, where practical knowledge and seamanship are required. But apart from this, and apart from any other cause that may have been undermining the good qualities of our sailors, there is an evil at work to which the attention of shipmasters should be especially directed, since it is one that lies solely within their own power to remedy. We refer to the almost universal practice of indiscriminately giving "V. G." discharge certificates to good and bad men alike. Rightly used, the certificates that are given to seamen on their being discharged from their vessels would become not only a means of protection to shipmasters themselves against imposition, but also the means of raising the characters of the men, by inducing them to make an effort during the voyage to gain a satisfactory discharge. Instead of this, these certificates have become comparatively useless. Their possession is by no means a guarantee as to a man's real worth, as, from the reckless manner in which they are distributed in the present day, the most incompetent lubber that ever stood on a ship's deck is almost as certain to obtain a first-class discharge as though he were a model of perfection. Hence it is that men become careless and indifferent, and discipline becomes relaxed. The most worthless characters come to look upon the "V. G." as their right, and feel themselves insulted if they are reported simply as "good." And this unsatisfactory state of things has arisen solely from the lack of a little moral courage, or from the exercise of a too-generous good-nature on the part of the masters of vessels. The latter feeling has, no doubt, a very deep influence in the matter. At the end of a long voyage there is a natural inclination to let by-gones be by-gones, and the result in the presentation of first-rate certificates to good and bad alike. This exercise of generosity is doubtless accompanied by the reflection that the donor is not likely to be troubled by his bad characters again. He has sailed with them once—he knows and will remember them—let them go where they will. And so they go, and by the aid of the "V. G." certificates he has given them the old tale of imposition is commenced again.

It must be acknowledged that the question of withholding the "V. G." certificate is not always one of merely restraining a good-natured impulse. It is not unfrequently happens that some amount of moral—and indeed physical—courage is necessary upon the part of a master who determines to describe each man according to his worth. Some of the worst and most daring specimens of seamen are not only abusive, but actually threatening if offered anything less than first-class certificates of discharge. They have become so accustomed to receive the "V. G." that when they have to deal with a man who is sufficiently conscientious and courageous to describe them as they deserve they grow indignant at the supposed injustice, and hold out threats of violence towards their master. But if every master would resolve to do his duty, threats of this kind would soon become rare, and what is more, characters of this description would become equally scarce in the service. There can be little doubt that if shipmasters made it an invariable point of honour to describe each man of their crews exactly as he had been found during the voyage, the quality of our merchant seamen generally would soon show a marked improvement. But even if this were not the result, the possession of a "V. G." certificate would at least be a protection against worthless incompetency, instead of a delusion and a mockery as it is under the present system. Shipmasters are loud in their complaints against the race of seamen they now have to work their vessels with, but we cannot impress upon them too strongly that the remedy lies in a great measure in their own hands. If they would only make a practice of issuing really honest certificates they would be laying the foundation of a reform, the necessity for which is known to none better than to themselves. They should remember that in giving a good certificate to a bad seaman they are committing a double injustice. They are injuring the deserving man by greatly lowering the value of the "V. G." certificate, and as far as the certificate possesses any real significance—the next employer of their worthless hands.

Unfortunately, there seems to be but very little *esprit de corps* among shipmasters on this point. Too often the little courtesy of generosity that accompanies the bestowal of a false character is accompanied by the selfish reflection that if anyone suffers in consequence it will not be the giver. And this is much to be regretted by all who feel an interest in the welfare of our merchant service. Put to their legitimate use, these discharge certificates would be a simple, yet sure, means of rewarding the deserving seaman by enabling him to select the best class of engagement, of punishing incompetency, and of protecting shipmasters against worthless hands; yet the attainment of all these ends is being frustrated by the short-sighted practice referred to. We are inclined to think the evil has arisen chiefly from want of reflection on the part of shipmasters. As a class, they are not men who are likely to be deterred from doing their duty by the fear of a few unpleasant words at the discharge table, and we appeal to them to remember that every time they have occasion to describe a man's character they are performing an act which is bound to have an influence, one way or the other, upon the entire class of merchant seamen. A false certificate is a direct encouragement to incompetency, and a corresponding disengagement to real merit, while a truthful description of character has the very opposite effects. These facts are so patent that it seems a work of supererogation to point them out, yet, in spite of all their clearness, they seem to be running great risk of being ignored in the present day. We ask those whose business and duty it is to remember them, to bear them well in mind, and to bear them well in mind also that for every false

certificate they give they render themselves liable to a penalty, at the same time not forgetting that the Board of Trade are now Public Prosecutors, with a Law Department of their own.—*Nautical Magazine*.

LONDON GOSSIP.

(*Pioneer*)

London, Mar. 23.

Let me tell you another recent thief story, of which the truth is known to a good many people, and which has nevertheless not yet found its way into print. The Rev. Mr. Leakey is vicar or rector of the parish of Parracombe, in, I think, Devonshire. Now the church of Parracombe, though an ancient and interesting one, is for these lazy days inconveniently situated, standing, as I am told it does, in solitary dignity on the top of a steep hill. It is, moreover, now sadly out of repair. Under these circumstances the rector (or vicar) and parishioners thought that it would be a good thing, if it could be managed, to build a new church down in the plain near the inhabitants, rather than spend almost the same sum in repairing the old one, which was convenient to nobody and inaccessible to some. The Archdeacon and Bishop acquiesced, and the only remaining difficulty was to get the money. Mr. Leakey contrived to collect about £500 in the neighbourhood, but this would not go a quarter of the way to building the church; so there was nothing for it but to try to get some more money somewhere else than at Parracombe. He thought there was no place like London. A collection of two or three in London churches, and a few subscriptions from munificent London churchmen, and the thing would be done. Accordingly, the vicar, instead of taking his holiday to the seaside or the continent, determined to devote it to pious mendicancy in the metropolis. Armed with letters of introduction and recommendation from the Bishop, Archdeacon, and Rural Dean, as well as from private friends, to influential or charitable people in London, and probably provided with one or two moving sermons, which he hoped to be allowed to deliver from London pulpits, he started *ad Bristol* for the modern Babylon. At Bristol he had to change trains, and there he saw with his own eyes his portmanteau safely shifted into the luggage van of his new train. *That was the last he ever saw of it.* On looking for it among the passengers' luggage at the Paddington station, it was not to be found. The next six and thirty hours were spent chiefly in telegraphing (vainly) to Bristol about his portmanteau, and with more result to Parracombe for an alternative supply of linen and clerical uniform. But the loss of the introduction, recommendation, and list of likely donors was for the moment irreparable. *En attendant* all he could do was to write down from memory such names and addresses as he could recollect, and make his calls without the assistance of his letters of introduction. On the second day, therefore, after his arrival in London, he courageously sallied forth, less satisfied (we may be permitted to conjecture) with the correctness of his clerical costume than he might have been but for the loss of that portmanteau, and paid his first visit to a clergymen of distinction with whom he had some previous personal acquaintance. The latter, on hearing Mr. Leakey's account of his loss, kindly volunteered to accompany him to one or two of the addresses for which he was bound. It was very lucky he did, or Mr. Leakey might have found himself in a very equivocal position. The first visit he was compelled on the first day, and the whole distance would have been performed in two days if the weather had not been so unfavourable, the soldiers marching nearly the whole time in a storm of wind, hail, and snow, and on roads slippery with ice. Notwithstanding all these difficulties, the troops showed no signs of fatigue, and not a single man fell out. The Grand Duke Nicholas, in the order of the day above referred to, expresses great satisfaction at the result of the experiment, and says that "it is only such troops as these that would be fully equal to the performance of one of the most important tasks of cavalry—namely, to appear before the enemy and beat him where they are least expected." The Grand Duke, who has for many years been Inspector-General of Cavalry, is known to be very partial to that arm of the service, and it is believed that if war should break out he will so arrange his strategical manœuvres as to give the widest possible scope for the employment of the large cavalry force under his orders.

THE-literary and scientific world may be interested to learn that Shakespeare's "Julius Caesar" has been translated into Telugu by Vavili Vasudeva Sastry. The Curator of Books informs us that this is "the first and a fair attempt" at a metrical translation of Shakespeare into this language.

THE *Great Eastern* is once more to be fitted out for sea. She will, it is said, carry cattle from America to England. This trade is one of great magnitude, as is shown by the fact that in the second week in February no less than 1,200,000 lbs. were sent to Liverpool from New York. The only question as to the efficiency of the *Great Eastern* is as to the return cargo. She will find it impossible to compete with smaller vessels, which are always sure of a full cargo going and coming.

THE King of Burma is said to be about to establish a paraffin oil manufactory at his capital. We are also told that he intends starting garrisons at Mandalay, and that forty will be shortly imported from Rangoon to ply between the steamer's anchoring place and the Royal City.

A LETTER from St. Petersburg in the *Allgemeine Zeitung* says that the Grand Duke Nicholas has issued an order of the day which is interesting as an indication of the efficiency of the Russian troops on the Pruth. In the middle of last month the Grand Duke ordered one of the cavalry brigades under his command to make a forced march from Kischeneff to Odessa. The brigade, led by the chief of the general staff, and accompanied by a battery of Don Cossacks, left the headquarters of Kischeneff on the 12th of February, and after a three days' march, it arrived at Odessa on the 14th, at 2 p.m. The length of this march was 176 kilometres, ninety of which were completed on the first day, and the whole distance would have been performed in two days if the weather had not been so unfavourable, the soldiers marching nearly the whole time in a storm of wind, hail, and snow, and on roads slippery with ice. Notwithstanding all these difficulties, the troops showed no signs of fatigue, and not a single man fell out. The Grand Duke Nicholas, in the order of the day above referred to, expresses great satisfaction at the result of the experiment, and says that "it is only such troops as these that would be fully equal to the performance of one of the most important tasks of cavalry—namely, to appear before the enemy and beat him where they are least expected." The Grand Duke, who has for many years been Inspector-General of Cavalry, is known to be very partial to that arm of the service, and it is believed that if war should break out he will so arrange his strategical manœuvres as to give the widest possible scope for the employment of the large cavalry force under his orders.

Quotations.

HONGKONG, May 15, 1877.

OPUM.—New Patna, cash... \$605
Old Patna, cash... 570 a 575
New Benares, cash... 570
Old Benares, cash, 557 a 560
New Malwa, cash, 561 a 562
credit, 572
Allowance Taels, 12 a 24
Old Malwa, cash, 595
credit, 600
Allowance Taels, 40 a 60
CAMPHOR, 18.50 a 18.60
QUICKSILVER, 59 a 60
SAINTPETRE, 6 a 6.60

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Selangor and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLION STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & CO.

Agents Hongkong & Canton.

Hongkong, January 4, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & CO.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & CO.,

General Agents.

Hongkong, April 17, 1871.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & CO.,

Agents.

Hongkong, January 1, 1871.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & CO.,

Agents.

Hongkong, July 6, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER.

of

HIS Majesty King George The First, A. D. 1720.

—

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.,

Hongkong, July 25, 1871.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.

Hongkong, January 3, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, October 14, 1871.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton and London;

Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ZAMBESI, Captain SYMONS, will leave this on SATURDAY, the 19th May, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, May 11, 1871. my19

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

Also,
PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

CHUN AYIN,
Manager,
Hongkong, February 23, 1871.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' BUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1871.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop,

Canton.—Sing Chien Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Ma Sit Chien Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Siu Chong Honam.

Shantou.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Ottie Cheong Hong, Mook Kee Street.

Foochow.—Mr Yu Ching Cheong, Foo Chow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Ho, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Foot Sang Hong.

Penang.—Yow Wing Fong; Argus Office, Calcutta.—Mow Sing Company.

San Francisco.—Kwong Foong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for.

Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice weekly as heretofore.

No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail.

The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conduction guarantees an even

circulation of one thousand copies.

It is already the most influential native journal

published, and enjoys considerable prestige

at the Ports of China and Japan, and at

Singapore, Penang, Calcutta, San Fran-

cisco and Australia.

For terms, &c., address

Mr CHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt

of instructions from the Board of

Directors authorizing them to issue Policies

to the extent of \$10,000 on any one first

class risk, or to the extent of \$15,000 on

adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.

Hongkong, January 3, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed

Agents for the above Company at

Hongkong, Canton, Foochow, Shanghai,

and Hankow, and are prepared to grant

Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, October 14, 1871.

Intimations.

K WONG HING CHIUNG & CO.,
COAL MERCHANTS.
Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr AHYON has been appointed Manager,
and all Orders addressed to him at 30, Hing
Ling Street, will receive immediate attention.

Also, 10th February, 1874.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE

CHINESE MAIL.

THE CHINESE MAIL.

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